

**BASIC IMAGERY
INTERPRETATION
REPORT**

NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER

WU-KUNG AIRFIELD



25X1

**STRATEGIC WEAPONS INDUSTRIAL FACILITIES
CHINA
AUGUST 1971**

Reviewed by NGA.



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RCA-09/0013/72

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SAC, US Air Target Chart, Series 200, Sheet 0384-15, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (if required)
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ABSTRACT

1. Wu-kung Airfield is one of the principal medium bomber bases in China. Its current inventory includes BADGER (TU-16) and BULL (TU-4) aircraft. The airfield was complete and operational when it was first seen on overhead photography [redacted]. It has a single [redacted] east-west runway.
 2. Wu-kung Aircraft Repair Base is collocated with Wu-kung Airfield. It contains approximately [redacted] and probably serves as a major repair base primarily for bomber aircraft.
 3. This report describes the airfield and the repair base, and includes a location map, an annotated photograph, and mensural and reference data.

INTRODUCTION

4. Wu-kung Airfield is located approximately 8.5 nautical miles (nm) east-southeast of the town of Wu-kung, China (Figure 1). It is approximately 55 nm southwest of Hsi-an Airframe Plant Yen-Liang 172 [redacted] the series production plant for BADGER (TU-16) medium jet bombers. BADGER (TU-16) and BULL (TU-4), the Soviet version of the B-29, were based at Wu-kung as of [redacted] photography. A small number of BEAGLE (IL-28) have been observed at the airfield, which may indicate that this type of aircraft is repaired and serviced at Wu-kung.

5. Wu-kung Airfield was complete and operational when first observed on overhead photography [redacted]. Construction at the airfield since [redacted] consisted of lengthening the runway and enlarging the assembly aprons. This construction was first observed complete in [redacted]. The aircraft repair base was first observed under construction in [redacted] and was complete by [redacted].

6. Wu-kung Airfield is the first Chinese airfield to which BADGER have been deployed. Until 1968, China was known to have only two BADGER, supplied by the USSR in 1960. [] the first Chinese BADGER were observed: one at Wu-kung and two at Hsi-an Airframe Plant Yen-Liang 172. The number of BADGER observed at Wu-kung has been increasing, while the number of BULL observed has been decreasing. The highest BADGER count to date was 26 on photography []

7. Wu-kung Aircraft Repair Base (Figure 2 and Table 1) is collocated with Wu-kung Airfield. It is immediately south of the airfield and is connected to it by a taxiway. Activities at the repair base range from engine test and overhaul to complete aircraft maintenance and modification programs.

8. The airfield and repair base are served by a network of all-weather roads and a rail spur from the Hsi-an to Wu-kung railroad. Electric power is supplied from a local source through a small transformer yard located on the southern boundary of the repair base. A steamplant (item 32) is located at the repair base and two small steamplants are located in the aircraft maintenance areas at the airfield.

9. Two housing/support areas are located immediately south of the aircraft repair base, and probably support both the aircraft repair base and the airfield. The larger area has a direct road connection to the repair base and the smaller area has a direct road connection to the airfield.

10. Perimeter security measures were not observed at Wu-kung Airfield. However, the aircraft repair base, the POL storage areas, and the housing areas are individually secured by a wall.

BASIC DESCRIPTION

11. Wu-kung Airfield has a serviceable concrete runway [redacted]

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[redacted] with overrun strips approximately 350 meters (1,150 feet) long on each end. A natural-surface auxiliary runway parallels the concrete runway. The orientation of both runways is east to west.

12. Assembly aprons connect the ends of the main runway with a full-length parallel concrete taxiway. These assembly aprons have recently been enlarged to more easily accommodate BADGER. Two concrete crossover links also connect the main runway with the parallel taxiway. Principal aircraft parking facilities located off of the parallel taxiway consist of 42 circular concrete hardstands each with a diameter of approximately [redacted]. The last circular hardstand at the west end of the airfield has a maintenance loading pit. The pit measures approximately [redacted] feet).

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13. A large test revetment is located at the east end of the parallel taxiway. It is probably used for engine test/runup, gunsight alignment, and as a firing-in butt. FARMER, BULL, and BEAGLE have been observed using the revetment. A compass rose is adjacent to the test revetment.

14. An aircraft maintenance area is located near the southeast end of the taxiway. It consists of a [redacted] concrete maintenance/parking apron, two maintenance buildings, and ten small support buildings.

15. An operations building (item 7) and general support area are located immediately south of the center of the parallel taxiway. A small probable meteorological station, a heat plant, and numerous other small utility/support buildings are also located in this area.

16. The primary navigation aid of the airfield appears to be a Standard Beam Approach System, located approximately 914.0 meters (3,000 feet) off each end of the main runway. Mobile control units are also usually parked between the taxiway and the main runway. These units consist of small electronic vans and at least one long electronics trailer. Marker lights are evenly spaced along the runway and crossover links and threshold lights flank each end of the runway. Marker beacons are located approximately one-half mile from each end of the runway.

17. Two POL storage areas serve the airfield, one is near the southwest end and the other is near the southeast end. POL storage area (west) includes two pumphouses, 13 storage buildings, 50 buried tanks, six rail transfer points, and five support buildings. Approximately 110 uninstalled horizontal tanks are also in this area. It is walled and road and rail served. POL storage area (east) includes two pumphouses, 12 storage buildings, 12 buried tanks, four rail transfer points, and ten support buildings. It is also walled and road and rail served.

18. An ammunition storage area serving Wu-kung Airfield is located approximately 1.5 nm west-southwest of the airfield. It is road and rail served and contains ten revetted storage buildings and five support buildings. The area is walled and has a single guard tower.

Wu-Kung Aircraft Repair Base

19. Wu-kung Aircraft Repair Base is located south of Wu-kung Airfield. The repair base serves as a major maintenance and modification facility for bomber aircraft. A BULL which had been refitted with turboprop engines was observed at the base on satellite photography [redacted]. At least two BULL, refitted with these new engines have been observed since [redacted].

20. The repair base consists of approximately 35 buildings containing approximately [redacted] of floorspace. The repair base also includes two rectangular parking aprons, an irregular parking apron, and a taxiway linking it with the airfield. A maintenance/loading pit is located at the edge of the irregular parking apron. It is approximately [redacted].

Key Facilities

21. Key facilities at Wu-kung Aircraft Repair Base include a three-bay hangar (item 12, Figure 2), a large checkout hangar (item 13, Figure 2), and an engine test building (item 29, Figure 2).

22. The three-bay hangar is located in the northeast corner of the plant. It was first observed under construction [] and was completed by []

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23. The large checkout hangar was first observed under construction in [] and was complete in []. The building is []

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24. The engine test building is located in the northeast corner of the repair plant. It was first observed under construction in [] and completed by []

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The test building consists of an engine inspection/preparation section (item 29a) and an engine test section (item 29b and c). The engine test section consists of six L-type test cells in single (item 29b) and double cell (item 29c) configuration, very similar to the test cells at Cheng-tu Aircraft Engine Plant 420 [] and Hsi-an Aircraft Engine Plant 430 []

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The intake towers for the single and double cells []

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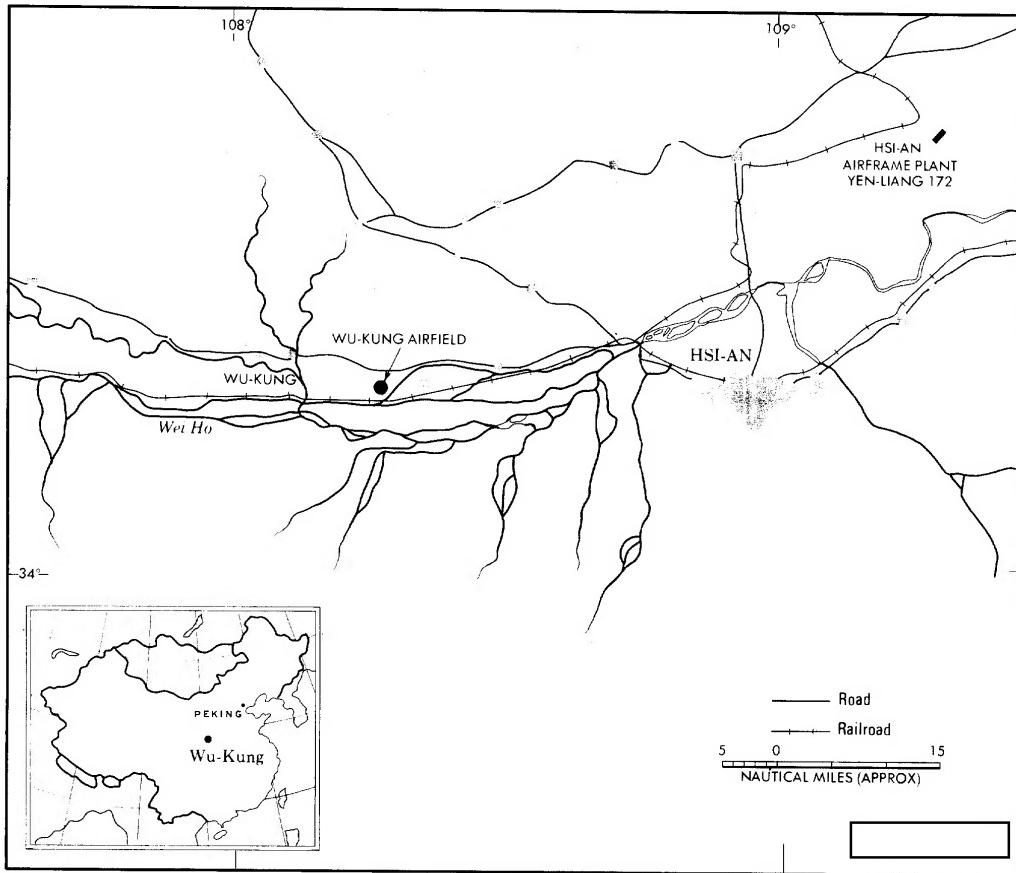
A silencer/diffuser for one of the test cells was observed under construction in [] and was approximately 70 percent complete as of []. The silencer/diffuser consists of a

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[] augmenter tube which connects it with the test cell, and an exhauster section []

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FIGURE 1. LOCATION MAP

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22. The three-bay hangar is located in the northeast corner of the plant. It was first observed under construction [redacted] and was completed by [redacted]

23. The large checkout hangar was first observed under construction in [redacted] and was complete in [redacted]

24. The engine test building is located in the northeast corner of the repair plant. It was first observed under construction in [redacted]

The test building consists of an engine inspection/preparation section (item 29a) and an engine test section (item 29b and c). The engine test section consists of six L-type test cells in single (item 29b) and double cell (item 29c) configuration, very similar to the test cells at Cheng-tu Aircraft Engine Plant 420 [redacted] and Hsi-an Aircraft Engine Plant 430

[redacted] The intake towers for the single and double cells [redacted] A

silencer/diffuser for one of the test cells was observed under construction in [redacted] and was approximately 70 percent complete as of [redacted] The silencer/diffuser consists of a

[redacted] augmenter tube which connects it with the test cell, and an exhauster section [redacted]

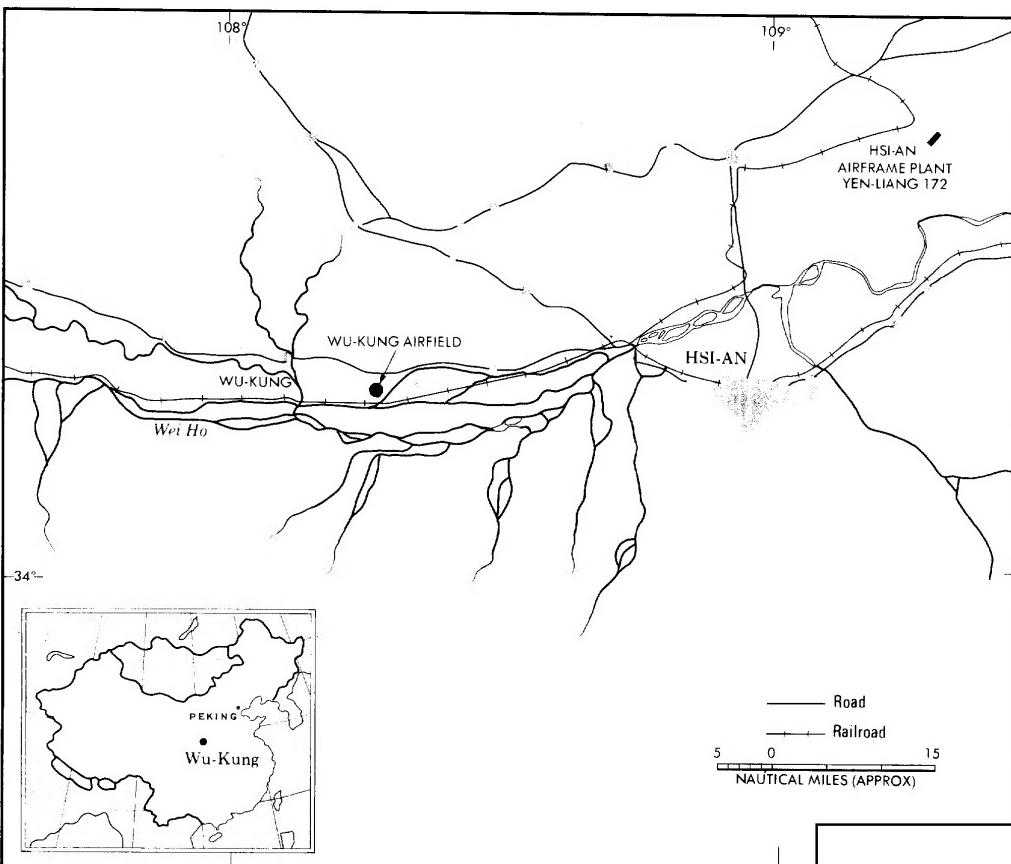


FIGURE 1. LOCATION MAP

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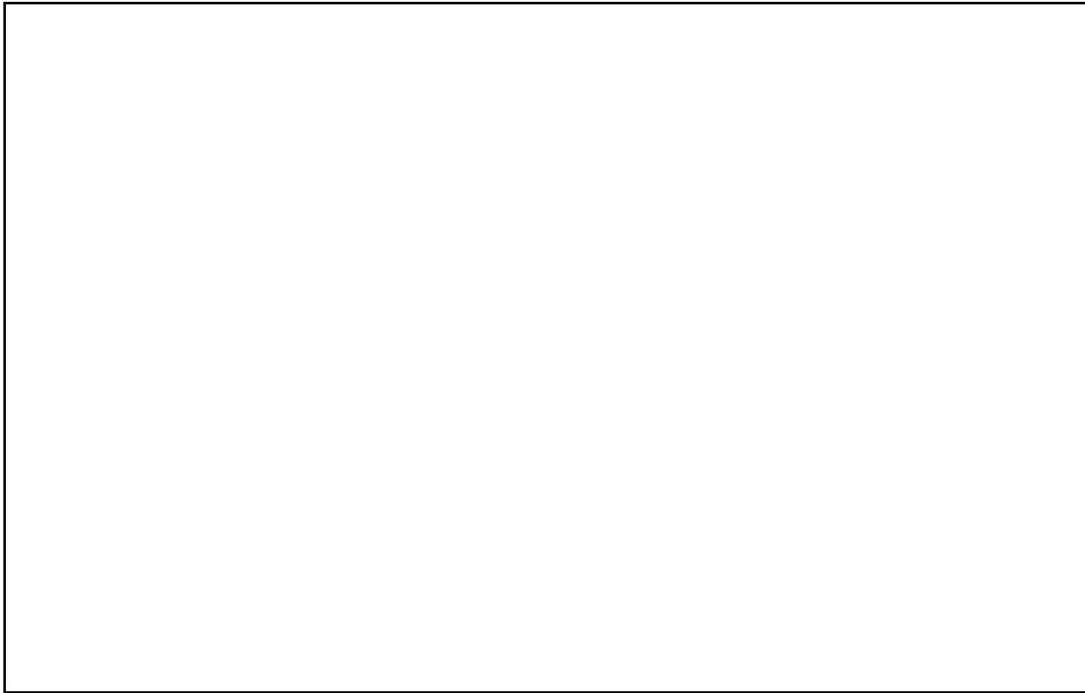
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REFERENCES

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MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheet 0384-15, scale 1:200,000

RELATED DOCUMENT

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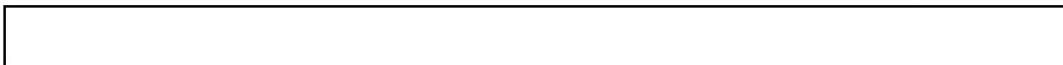
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REQUIREMENT

COMIREX J04
NPIC/IEG/SD/SIB Project 222303

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